

1883 John J. Montgomery flew a glider at Otay that he designed and built at his family home in Chula Vista. The house was located at the Present site of Interstate 5 and the Main Street over-Pass, next to Swiss Park. The glider flight is considered the world's first successful glider flight, but is controversial.

Date unknown. The Tyce family emigrated to the United States from Europe. They finally settled in Chula Vista. The father started the Tycrete Company at the west end of G Street.

1921 The teenage Tyce sons, Robert and Roland, bought a war-surplus Thomas-Morse Scout single-seater for \$100, a Curtiss Jenny two-seater and an OX-5 engine from Hap Russell's garage in San Diego. After a lot of work on the airplanes and the engine, they prepared the field at the foot of G Street opposite their father's Plant and started flying for fun. Fun included landing on the Silver Strand for picnics, and flying back home for firewood. In those days you could land in many places around town, so long as you didn't damage crops or property. There were no local or Federal aviation regulations.

1923 With the afternoon sun in his eyes, Rolly Tyce aimed his Jenny for the G Street airport after a short hop with a passenger. Thirty-five feet from the ground his plane clipped two wires of an 11,000 volt power line near the field, damaging the wings. Despite his efforts to land safely the plane spun into a celery field, breaking the fuselage into two pieces, injuring the passenger and leaving Rolly scared but unscathed.

1924 Tyce boys leveled the field for better water drainage and safer landing and takeoff.

1925 In an attempt to sustain local interest in flying and making a profit with their airplanes the Tyce's organized the short-lived Chula Vista Aeronautic Club, possibly the first flying club in the San Diego area. Rolly Tyce was Secretary. Dan Burnett was Vice-President. Dan worked for Ryan Flying Company in San Diego. He helped build the Spirit of St. Louis. Dan is deceased, but worked in aviation all his life. His last project was restoring a Curtiss Jenny at the San Diego Aerospace Museum. Joe Crosson was President. Joe and his younger sister, Marvel, loved airplanes. They saved their money and bought a Jenny, like the Tyce's. Joe took the rest of the money and paid for flying lessons, then taught Marvel to fly.

1926 Joe Crosson got a flying job in Alaska paying \$350 a month. Marvel kept her job in the Chula Vista camera store and flew all she could in her Jenny.

THE H. PAUL KENTNER
HISTORICAL AVIATION LIBRARY

SAN DIEGO AEROSPACE MUSEUM

1927 January 1. Federal regulation of aviation began the first day of 1927, by the Department of Commerce. Before the year ended all the rules were enforced. If you wanted to fly you had to have a Pilot's license and a license for the airplane. You and your airplane had to pass inspection every year to renew the license.

May. The Lindbergh year for aviation. Charles Lindbergh flew the Atlantic Ocean nonstop, New York to Paris, after first flying from San Diego to St. Louis, and from there to New York.

July. Marvel Crosson entered her Jenny in a race at Dutch Flats in San Diego.

September. Rolly Tyce took the written examination for his Pilot's license from Inspector Jimmy Hall in a downtown San Diego hotel.

1928 Early in the year. Marvel Crosson visited brother Joe in Alaska. She took her Pilot's test up there and became the first woman in Alaska to get a Pilot's license.

September. Joe and Marvel Crosson returned from Alaska. Joe contracted to fly a Lockheed Vega to New York for Captain Wilkins' Antarctic expedition with Joe as Pilot. Marvel helped him fly the new plane to New York from San Diego.

During the year. The Tyce brothers leveled three dirt runways, 2200, 1500 and 1000 feet long. Army and Navy and civilian pilots used the field on a drop-in basis.

December. Something to dodge. Richfield Oil Company erected a 125-foot beacon tower in Palm City. It was the southernmost tower in a chain from Canada to help night-flying pilots stay on course. (When was it removed?)

During the year. Robert Tyce, first name Horatio, and brother Rolly still owned a 1918 Curtiss JN-4D, license number 247.

1929 May. Chula Vista voted to give the War Department 192 acres south of G Street to establish a \$3-million Air Corps depot if the Army depot closed on North Island. The city would dredge and fill portions of the land and prepare an 8,000 foot runway.

May 28. Chula Vista's Marvel Crosson set an altitude record in Los Angeles of 24,000 feet. She had Limited Commercial License No. 2346.

June. Robert Jacquot, foreman of Chula Vista Motor Sales, bought a Swallow TP two-seat biplane for private use and began flying from a field south of Palm by Beyer Way (field later named Grande Vista Airport).

July. Jacquot flew his Swallow to Los Angeles for twenty days of stunt flying for the movies.

August. Local aviators honored Marvel Crosson at a dinner.

1929 December. Marvel Crosson died in the crash of her Travel Air in Arizona during an All-Women's transcontinental race from Los Angeles.

During the year. A Navy Pilot rented a Curtiss Jenny in San Diego and spun it into an orchard in Chula Vista.

During the year. Rolly Tyce taught Clarence Prescott to fly. (Prescott owned Linda Vista Airport from 1931 to 1941.)

1930 February 10. Jim Borden was one of the students who learned to fly at the Tyce School of Aviation. He soloed this date in Lincoln Page PTK, NC 314V.

March. Hawley Bowlus, foreman of crew that built Spirit of St. Louis, and noted glider designer/Pilot from San Diego, attended a meeting of the South Bay Glider Club (address unknown). Bowlus and Doug Kelley (one of PSA founders in 1949) were chosen as members of the Advisory Board. President was T.C. Macaulay, Coronado banker, who learned to fly in San Diego in 1913, and was in the Aviation Committee of the San Diego Chamber of Commerce.

May 19. Four Marine aviators joined the Caterpillar Club by parachuting safely from their biplanes after colliding in midair over Chula Vista. (No other details.)

December 31. Rolly Tyce's Pilot logbook showed a total of 1,158 flying hours. Civilian Pilots didn't log their flight time before 1927.

During the year. Grafton Chapman put a Bowlus glider on twin-floats, built a floating hangar and a launching tow-boat. But his Chapman Glider School at Tyce airport didn't last. The glider made one flight only and was a failure.

During the year. The San Diego City Directory listed Tyce School of Aviation at 850 G Street in Chula Vista. The flight line at Tyce airport on weekends included two Lincoln PT trainers, a Travel Air and two Waco biplanes.

During the year. California Junior and Senior High Schools began adding aviation courses.

During the year. A Curtiss Jenny joined Jacquot's Swallow at the Palm Avenue field.

During the year. A photo of Chula Vista Airport shows a couple Travel Air biplanes, Swallow TP, Lincoln PT, and an Inland Sport monoplane. Two signs on hangars: Tyce School of Aviation and Chula Vista Aviation School. Clarence Prescott sold the Inland Sports. (San Diego Hist. Soc. Photo 15529-3)

1931 During the year. From a listing of Landing Fields in the Pacific West for 1931:

(1) CHULA VISTA-California

COMMERCIAL. Operator, Tyce School of Aviation, R. Tyce, Manager. Size 2000' x 1400'. Elevation 5'. 3/4 mile W of town. CHULA VISTA on roof of building near center of city. 3 miles N of Standard Oil Plant marked PALM CITY with arrow. San Diego Bay on W.R.R. track and 35' Power line along E. boundary. 3 large tanks at SE corner. Large factory building along N boundary. Wind cones on hangars. T and wind cone at SW end of field. No runways, entire field available. Surface graded dirt. Field OK in any weather. Hangars, complete shop and repair facilities, gasoline, oil and water available at field. Telephone (No. 61). Standard Oil Plant, Phone No. 132. Airplanes included Lincoln Page PT, NC 141H, NC 146W and NC 314V, Aerona NC 10302, Buhl NC 6816, Great Lakes 2T, NC 842H, Fleet NC 642M.

(2) CHULA VISTA-California

COMMERCIAL. Valley Airport. Operators Arthur N. Hall and W.H. England. Size 1500' x 1800'. Elevation 2'. 1 mile NW of Chula Vista. Name sign on roof of building near center of city. 3-1/2 miles N of Standard Oil Plant marked PALM CITY with arrow. Highway and telephone line along E end of field. Golf course E of highway. 4 large black tanks near NW corner. R.R. and telephone line 500' W of field. Hangar painted red, white and blue and marked VALLEY AIRPORT at E end of field. Wind cone on hangar, also at W end of field. Runways 1500' x 250' E and W; 1800' x 300' NE and SW. Surface dirt, good; outside of runways rough. Field OK in any weather. Minor repair facilities, gasoline, oil and water immediately available. Standard Oil Plant, Phone Chula Vista 132.

PALM CITY-California

COMMERCIAL. Grande Vista Field. Operator, R.J. Jacquot. Size 2200' x 1200'. Irregular shape. Elevation 150'. 1 mile E of center of town and Standard Oil Plant marked PALM CITY with arrow. 50' drop at E end of field. Highway at bottom of 50' drop and 200' E from field. N side of field drops sharply to Otay Valley. Hill and clump of trees 1/2 mile W. Large red-roofed house 3000' S of field. Hangar with wind cone and field name sign on roof in SE corner. Wind cone also in NE corner. Small residence S of hangar. Runways NE and SW 1500' x 200'; E and W 2200' x 250'. Surface dirt, good; outside of runways good. Field OK in any weather. 1-Plane hangar, minor repair facilities, gasoline, oil and water immediately available. Standard Oil Plant, Phone Chula Vista 132.

During the year. Beyer Field located 1 mile NW of San Ysidro (along west side of Beyer Boulevard at Iris Avenue today). Managed by Robert C. Hutton and Theodore C. Jacquot. Although I don't know what year the field was first used as an airport, it closed in 1949.

CHULA VISTA AVIATION - A CHRONOLOGY

1932 During the year, Robert Jacquot bought a Fairchild 22, parasol wing open cockpit two-seater for the Grande Vista School of Aviation and for demonstration. About this time Jacquot performed a dangerous stunt for the public. He took off and landed on the little Grande Vista field while blindfolded. His widow won't explain how he did it.

1933 May. Rolly Tyce bid on and bought a tractor from the city for \$25. He pulled grader equipment over the airfield to make water drainage. Western Salt Works pumped bittern water on the field to solidify the ground. The investment and the work promised no more summer dust for nearby residents to complain about.

July 11-13. At the Seville Theater: Fredrick March and Cary Grant in the World War I aviation movie "The Eagle and the Hawk." Also a Sennett comedy and Magic Carpet cartoon.

1934 During the year, Robert Tyce and Charles Knox, the Knox Gelatin heir, operated the K.T. Flying Service at Chula Vista Airport.

March. Former Chula Vistan Tom Alpert began flying the Army Air Mail between Cheyenne, Wyoming and Pueblo, Colorado. The Post Office cancelled all air mail contracts and during the four-month interim period before new contracts were arranged the Army Air Corps flew the mail.

April 1. Ensign Warren Corliss of Fighter Squadron 5, parachuted safely from his Grumman FF-1 Navy fighter after a midair collision 14,000 feet over the Western Salt works. He descended into the bay and was rescued by a Navy Patrol Plane.

June 5. Chula Vista resident LT Ludwig Schreuder's Plane went down at sea off Point Conception and searchers didn't find him.

June 23. Mrs. Gilbert Williams, a Parachutist from San Diego, born in India, jumped from an airplane at 2500 feet over Chula Vista Airport that Saturday afternoon. A sudden wind blew the lady jumper into the bay fifty feet from shore. She nearly drowned before rescuers reached her fifteen minutes later.

September 29. Robert Tyce and Charles Knox crated a Fleet and a Great Lakes at Chula Vista Airport, took a ship for Honolulu, and started a flying service.

November. Arnold Peik retired from barnstorming around the country with his wife, son, car, trailer, and an old Stinson cabin Plane. Arriving in San Diego, he parked at Chula Vista Airport, repaired a broken stabilizer, then moved to Mission Bay and started an airport. (It lasted until 1957.

1934 During the year, T.G.Lynch and R.C.Hutton operated the Palm City AirPort, another name for Grande Vista AirPort. Apparently Jacquot moved out.

1935 January 12. Bob Jacquot sprayed celery fields in Chula Vista with a Ryan Brougham rigged with spray equipment, Perhaps a first for aviation in the area.

January 24. While spraying a field on 6th between National and Bay Boulevard, Bob Jacquot's airplane severed a high tension wire. The wire electrocuted an 11-year old boy watching the operation. An inquest determined that Jacquot had no criminal responsibility.

February 13. The Chief of Police hired Adolph, former Alaskan Pilot, to fly him from Jacquot's airPort to Los Angeles in a hurry. He had to pick up the City Seal no later than 2 Pm. They returned the same day.

April 7. Walter Lake, 33, Proprietor of Loma Pharmacy, and Ershel Staags, 26, captain of the quarantine boat in San Diego, lost their lives Sunday afternoon. While stunting at low altitude over the bay off H Street their Great Lakes trainer rolled upside down into the water, buried its nose in the mud with the tail above the surface. Both men had Pilot's licenses.

1936 March 8. "Mr. Johnson", a Navy enlisted man, rented an open cockpit Plane from Chula Vista AirPort on Sunday afternoon. He experienced motor trouble and overshot his landing. The Plane touched down at the end of H Street, and left the right wing at a telephone pole. Rolly Tyce estimated the damage as nominal and would be repaired soon.

April 19. J.W.Brown, 25, took off from Chula Vista AirPort in a biplane on Sunday morning. The motor quit immediately. He tried to turn back but crashed at foot of G Street, and flipped over on its back. Strapped in Brown suffered only minor injury.

May. The City Council directed the City Engineer to confer with the San Diego harbor department about Preparation of Plans and estimates of Proposed harbor work at Chula Vista. The Plans would be Presented to airplane manufacturers interested in relocating here. They discussed Plans for a \$100,000 bond issue for a municipal airPort and seaPlane channel. T.C.Macaulay and Tom Bomar from the San Diego Chamber of Commerce told of interest by eastern firms.

August 2-4. The Seville Theater featured "Devil's Squadron" with Richard Dix and Lloyd Nolan.

September 25. Bill Wheatley, Chief Test Pilot for Consolidated Aircraft Corporation in San Diego, Piloted a Fleet biPlane from a railway handcar on railroad track in Chula Vista. Reuben Fleet, founder and President of Consolidated, conducted the experiment to determine if large seaPlanes could take off land in a similar way.

1936 October 3. Henry Leboffe began flight training at Chula Vista Airport in Taylor Cub NC 14730. Leboffe continues flying with the San Diego Flying Club in 1985.

October. At a City Council meeting the City Engineer visualized a 4500-foot runway and seaplane facilities on the bay front and tidelands. Landowners wanted actual aircraft factory construction before allocating their land for an airport.

December 17. At about 6:00pm a Navy Plane dropped out of the formation flying over Chula Vista at 1,500 feet when the engine quit. Rather than Parachute, Aviation Cadet George S. Felt with Radioman T.E. Ulmer guided the two-seat observation Plane to a slough near the Cotton Seed Products Plant. It hit, bounced, and nosed over with the engine in the mud four hundred feet southeast of the Plant buildings. The Pilots were congratulated for staying with the airplane. The wreck was removed by 3pm the following day.

During the year, Carlisle Madson operated commercial Madson Airport in the flats next to National City, known as Valley Airport in 1931.

During the year, Jacquot bought a Waco YKS-6.

1937 April. Rolly Tyce ran an ad in Consolidator, a monthly magazine from Consolidated Aircraft Corporation in San Diego: Tyce School of Aviation. Three Taylor Cubs, \$4.00 per hour solo. Dual instruction Pilot's fee \$1.00 per hour.

May 26. On her first solo flight, Billie De Vere misjudged her landing at Chula Vista Airport, and overshot about 500-600 feet. Her two-seater clipped a 230-Volt power line and flew into a house at Walnut and H Street and stopped with the engine in the kitchen. That wasn't all. Later that year, Louis Dale instructed her in acrobatics in a Waco 10. Dale fell out of the airplane during a loop. Dale claims she crashlanded the airplane so badly it needed repairs to fly again.

December. Douglas Corrigan landed his Curtiss Robin at Chula Vista Airport several times. Onlookers discussed the large fuel tank in the front seat and the big Wright J-6 engine. Corrigan flew from San Diego to the East Coast four months before, and knew which way was East on his compass.

During the year, Madson Airport hangared a Courier PB-1, American Eagle, and two of the few California Cubs built in Los Angeles.

During the year, Bill Gibbs operated a Flying Service in a hangar at Madson Airport.

During the year, R.C. Hutton operated the Palm City Airport but moved out before the year ended.

During the year, Rolly Tyce flew a Swallow and a Kinner from his Chula Vista field.

CHULA VISTA AVIATION - A CHRONOLOGY

1938 February. The San Diego Flying Club leased the old Palm City Airport, renamed it Grande Vista Airport, graded the field and repaired the hangar and house. They hired Orv Hubbard to manage the field and live there.

March 1. San Diego Flying Club flew their planes into Grande Vista Airport; a Porterfield 35-70, Taylor Cub J-2, and a Taylor-Young

March. Rolly Tyce ran an ad in the Chula Vista Star: Tyce for City Councilman...17 years in Chula Vista...Manager of Chula Vista Airport.(He lost.)

June 19. Rolly Tyce won the weekly spot landing contest at Grande Vista Airport. C.C.Fla99 was rebuilding his racer at the field.

August. The Aircraft Mechanics Association tested their Minx, a little homebuilt single-seater, at Grande Vista Airport.

September 11. Doug "Wrong Way" Corrigan flew the Atlantic Ocean from New York to Ireland the Previous July. On Sunday he visited his friends at Chula Vista Airport. On Monday he returned with Doug Kelley in a plane from Lindbergh Field and found a spare engine part for his nine-year old Curtiss Robin.

October. New airplanes at Chula Vista Airport were Loren and Marge Pilling's Arrow Sport(still live in SD, and Neary's Arrow F with a Ford V-8 engine. Standard Oil painted the hangars and lettered GRANDE VISTA on a hangar roof and SAN DIEGO FLYING CLUB on the sides.

November. On Sunday morning airplane owners at Chula Vista Airport flew out to El Cajon for breakfast with three Cubs, a Great Lakes, an Arrow F and a Gypsy Moth.

December. Laird Airplane Company in Chicago negotiated with Chula Vista for a factory site with negative results.

1939 January. San Diego Flying Club improved the strip at Grande Vista Airport; lengthened to more than 300 feet and widened to 100 feet.

March 5. A fatal crash at Madson Airport. Lloyd Mehlig, 39, an insurance man, took off with two registered nurses, Leanna Barnett, 37, and Bertha Patterson, 26, in Madson's Courier PB-1. At 300 feet altitude he attempted a downwind climbing turn, stalled and crashed just north of Chula Vista city dump next to the highway, killing all of them.

1939 May. CAA Inspector Arthur Ayres inspected the Chula Vista waterfront to decide on a definite layout for a new airport in the vicinity of G Street. Also Present was the Chula Vista Aviation Committee, and Tom Bomar from the San Diego Chamber of Commerce.

September 24. Wind blew the roof off a hangar at Chula Vista Airport.

1940 May 17. Donald Frye of San Diego, asked Chula Vista to develop an airport, erect a \$50,000 building and lease the field and structure to him for 50 years so that he could manufacture airplanes and parts. He needed a 300' x 2500' runway, 30 acre factory area, and a 100' x 300' fireproof building. The city put it to the voters as a bond issue. Apparently they voted it down.

June. Sheriff Kelly watched a single engine plane circle Chula Vista Airport, make a perfect landing and take-off. It banked at 60 feet, sideslipped into the ground, dragged a wing and tumbled end over end. Kelly ran to call for the ambulance. Returning to the scene he found the unhurt pilot, Lee Nelson, who flew here from the east, taking photos with a camera he pulled from the wreckage.

June 21. William F. Grund of Chula Vista, completed basic flight training at Randolph Field in San Antonio, Texas.

August. Rolly Tyce completed rebuilding a Ford trimotor at Chula Vista Airport and shipped it to his brother, Robert, in Honolulu.

August 30. The Bay City Rubber Busters held an airplane model contest.

September 10. Fred H. Rohr started Rohr Aircraft Corporation at a three-story building in downtown San Diego as a temporary measure. (Fred Rohr was on the 1927 Ryan team that built the Spirit of St. Louis.)

October 18. Rohr negotiated purchase of ten acres of Santa Fe tract in Chula Vista at the bay end of H Street. The Chula Vista city council had wanted an airport for some years but gave up its option on the land.

October 25. Construction of the first building, 150 x 250 feet, began at the Chula Vista Airport in the middle of the field. Rolly Tyce moved his School of Aviation to Lindbergh Field.

December. After two boys, aged 10 and 14, stole a motorboat for some fun, a Chula Vista Policeman drove to the airport. He and a pilot took off, flew after the boys and ordered them back to shore where he took them into custody.

December 6. The Vocational Training Center leased the building at 318 F Street to teach students aircraft industry skills.

CHULA VISTA AVIATION - A CHRONOLOGY

The book, ROHR, STORY OF A CORPORATION, was a reference for some items. Also various issues of Chula Vista Star, San Diego Union, and Aircraft Registration histories.

I located another airfield in Chula Vista history. Dated June 1929, a U.S. Navy Aviation Chart shows an auxiliary field about 8/10 of a mile north of Tyce Field, altitude zero, ground soft, dangerous after rain, field short, approach from south or north. telephone, high tension wires on eastern side, telephone wires on south side. In the Thomas Guide it would be on page 1309-H6. At 8/10 of a mile north of G Street the field TODAY would have been west of I-5 and near the end of the Gunpowder Point inlet if I measured correctly. I have no other information about it.

1941 January. Rohr company had backlog of \$4,500,000. Plan expansion. Need building 250x500 feet. Fred H. Rohr president and general manager, returned from Washington DC. Government will finance 250x300 foot factory, two-story office building. Rohr using structure rented from the Tyce family. Rohr employment up to 422, sales for January \$77,224, meeting the payroll. Plant completed about January 15. Manufacturing engine cowlings for aircraft companies. Land around plant held under option by Santa Fe Land Development Company in Los Angeles

February 1. Completion date for first Rohr Aircraft Corporation building at foot of H Street, Chula Vista , 150x250 feet, 37,500 square feet, \$75,711. Also need two-story administration building 60x100 feet.

February. Rohr designed first Sperry bombsight installation flown on Consolidated LB-30 four-engine bomber.

March. Rohr negotiating for 26 acres of land originally held under option to Chula Vista with Santa Fe Land Company.

April. Rohr bought 26 acres for new plant expansion.

December 4. Consolidated Aircraft Corporation released its 25,000 shares plus 7500 shares(gift from Rohr) for sale. Check of \$475,000 to Rohr.

December 7. Rolly Tyce's brother, Robert, was killed by a Japanese bullet at Honolulu airport. His photo was on the front page of the San Diego Union the next morning.

1942 January 13 Rohr held annual shareholder meeting. Rohr said the company bought 52 acres(28 acres south of first building). Plant Two completed, 1700 employees.

February 14. Rohr completed first four engine power packages for Consolidated B-24 bombers then delivered to Consolidated on Valentine's Day before contract deadline. Rohr added 5,000 more employees to payroll during year.

April. Rohr got letter of intent on Consolidated B-24 bomber work written on napkin in San Diego restaurant.

CHULA VISTA AVIATION - A CHRONOLOGY

1943 March. Rohr sub-contracting article in Aviation magazine

Date unknown. Rohr manufactured landing gear doors for Lockheed P-38 fighter planes.

July. Rohr company had a full page ad in Flying magazine that month.

1944 Nothing

1945 January. Began modifying four Convair PB2Y-3s for flag use by mid-May. One became first US plane to land on Tokyo Bay after Japanese surrender.

May. Employees 2900, down from 9500.

July. Under War Mobilization and Reconstruction Act passed by Congress last year, all Rohr war contracts are cancelled on VJ Day.

August. Rohr delivered 38,000 engine power packs by end of war.

November. Rohr became a subsidiary of International Detrola Corporation which later became Newport Steel Corporation.

1946 Rohr manufactured a monoplane with folding wings designed by Frank McCreery for civilian market licensed NX90651. Not in production, no market.

Here are some earlier additions to the chronology that I have collected since the original.

On October 12, 1926 Roland Tyce received FAI Certificate 6656 signed by Orville Wright and breveting him Aviator Pilot.

On March 1, 1928 R. Tyce sold Thomas-Morse S-4 with an OX-5 engine to Adolphe Dieterle. It was registered 5163 by the Department of Commerce. The airplane was a wartime trainer like those used at Otay Mesa, Imperial Beach and North Island.

On June 14, 1928 (the day after I was born in Chicago, Illinois, by the way) R. Tyce of Chula Vista, bought Thomas-Morse S-4C, c/n 44613, with a Curtiss OXX-6 engine, for \$350 from Francis E. Lamb, VF-6, NAS, San Diego. It received ID number 4482 from the Department of Commerce.

subsidiary of International Detrola Corporation, which later became Newport Steel.

1946 Rohr designed an unusual civilian airplane for the civilian market, but there was no market.

During the year, Old Madson Airport between Chula Vista and National City reopened under the name National City Airport.

1947 November 18. Convair Roadable Airplane made a forced landing in Chula Vista with severe damage to the airframe.

During the year, Rohr built engine cowlings for the Convair-Liners built at Lindbergh Field in San Diego. The company hired 500 people to work on Boeing B-50 bomber sub-assemblies.

1948 October. Rohr doubled employment in the past year to 2,300, and leased part of a government-owned aircraft parts plant in Chula Vista for five years, 250,000 square feet to produce equipment for the US Air Force.

1949 December. Fred Rohr and associates bought Rohr Aircraft Corporation from Newport Steel Corporation for \$5,000,000 plus.

1950 During the year, Rohr built engine nacelles for Air Force Chase C-122 cargo planes, and the Lockheed Constellation and Convair-Liner airliners.

May 21. The Montgomery Monument was dedicated on the site of John Montgomery's 1883 glider flight, sponsored by the San Diego Junior Chamber of Commerce, with music by the Chula Vista High School band. The monument was a Convair B-32 bomber wing sheathed with stainless steel that towered over an engraved monolith in a tree-lined park.

June. Rohr got a \$3,900,000 Air Force contract for Boeing B-50 and C-97 engine nacelles.

1951 October. Rohr got a contract for Air Force Fairchild C-123 engine nacelles.

1952 April. Rohr built jet engine pods and tail sections for Boeing B-52A intercontinental bombers.

May. Rohr began spending \$750,000 on expansion at Chula Vista. The company got a contract to build 132 engine nacelles for thirty-three Douglas DC-7 airliners.

1953 March. Rohr got a \$26,000,000 contract for Boeing jet engine pods.

1954 November. Rohr got a contract for \$9,000,000 worth of Boeing engine struts, pods and horizontal stabilizers for Air Force KC-135 aerial refueling aircraft.

1955 During the year, Rohr had a development program on all-metal honeycomb stainless steel structures.

1957 June. Rohr to make 160 engine nacelles for the Convair 880 airliner engines to start delivery early in 1958.

August. Rohr to get Ryan's Boeing 707 airliner 40-foot after fuselage sections contract.

1958 July. Rohr making sound suppressor thrust reversers for the Boeing 707 airliners.

1959 August. Rohr to build elevons for the North American F-108; but the airplane was cancelled a month later.

1960 April. Rohr got follow-on contracts for Boeing 707 and Boeing 720 aft fuselage sections, Pods and struts, and Convair 880 Pods and struts.

July 9. IAM went on strike at Rohr.

October. Rohr completed the first Boeing B-52H engine struts.

1961 December. Rohr Aircraft Corporation changed its name to Rohr Corporation.

1962 February. Rohr got a NASA contract to build 85-foot Parabolic antennas for installation in Alaska and Canada.

April. Rohr got a \$1.25 million contract for Lockheed C-141 Starlifter landing gear Pods and doors, and jet engine nacelles for the first five aircraft.

November. Rohr received follow-on contracts for jet engine Pods, struts and stabilizers on Boeing KC-135, and C-135 aircraft.

1963 June. Rohr got a \$28,300,000 contract from Douglas Aircraft for engine Pods and thrust reversers.

August. Rohr will make motor case segment insulation for Lockheed 156-inch diameter solid rocket motors.